

REPORT  
REGULAR COUNCIL MEETING  
1985 June 10

File: F.F. 20-2

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1985 May 28 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair  
Alderman Egon Nikolai  
Alderman L.A. Rankin  
Mr. Rob Weston, B.C. Motor Transport Association  
Mr. B.J. Jones, School Board Representative  
Mr. William Anderson, Senior Citizens Representative

ABSENT:

Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mrs. A.L. Smith, Parent Teacher Council  
Mr. John Woods, Citizens Representative  
Mr. W.B. Bennett, Metro Transit Representative

A. TRAFFIC MANAGEMENT IN VARIOUS AREAS OF NORTH BURNABY

RECOMMENDATION:

1. THAT Mr. A.M. de Figueiredo of 4855 Empire Drive, Burnaby, B.C., V5C 5R2 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 January 29 was received from Mr. A.M. de Figueiredo, 4855 Empire Drive providing suggestions to traffic problems he is experiencing in various areas of North Burnaby.

A report dated 1985 April 19 was received from the Director Engineering responding to Mr. de Figueiredo's suggestions, the contents of which are contained hereunder:

"The comments made in the subject submission will be responded to in the order presented:

1. DO NOT ALLOW PARKING ON HASTINGS STREET FROM 7 A.M. TO 9 A.M. AND 3 P.M. TO 6 P.M. THIS SHOULD SPEED THE FLOW OF TRAFFIC.

Staff recommended and Council approved a parking prohibition of 7 A.M. to 9 A.M. on the north side of Hastings Street to accommodate the morning inbound rush and a 3 P.M. to 6 P.M. prohibition on the south side of Hastings to accommodate the evening eastbound rush. As Hastings Street is a Provincial arterial highway, we had to apply to the Ministry of Transportaion and Highway (M.O.T.H.) for a permit to install the necessary parking prohibition signing.

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The Hastings Street merchants appealed to the Minister to not approve the permit but to institute some other scheme that would not remove all the parking which they deemed necessary for their customers. As a result of this appeal, the Ministry authorized the left turn channelization scheme now in place. This arrangement precludes the placing of the full parking prohibitions.

2. PUT FOUR WAY STOP SIGNS ON EVERY CORNER OF OXFORD AND ETON STREET. THIS SHOULD DISCOURAGE PEOPLE USING THOSE STREETS.

Staff must recommend against this unwarranted use of stop signs. Traffic control devices that are installed without any apparent purpose lose their credibility and are soon ignored by motorists, sometimes with disastrous results. This has already been clearly demonstrated by the previous attempt of discouraging commuters on Oxford Street by the use of stop signs which resulted in high increases in accidents on adjacent streets.

3. PUT TURNING LANES AND LIGHTS ON BOUNDARY ROAD AND HASTINGS. THIS MAY ENCOURAGE PEOPLE WHO USE THE UNDERPASS BY THE SECOND NARROWS BRIDGE TO USE BOUNDARY TO GET TO HASTINGS.

This suggestion is presently under investigation.

4. HAVE A SIGN AT PENZANCE AT WILLINGDON THAT READS "TRUCKS AND LOCAL TRAFFIC ONLY". THE "TRUCKS" IS FOR THOSE GOING TO THE CHEVRON PLANT.

The placement of local traffic only signs other than at construction sites is not recommended. They are not enforceable unless one can define what is LOCAL TRAFFIC. The use of the word "TRUCK" would be misleading and may encourage unwanted truck traffic.

5. LOWER THE SPEED BY THE PARK ON PENZANCE. USE THE POLICE TO CATCH SPEEDERS. THIS SHOULD DISCOURAGE THE USE OF PENZANCE.

We have checked this section of Penzance adjacent Confederation Park and can find no justification for a reduced speed limit. There is no activity feature near the road and any speed limit lower than the present 50 Kmh would be difficult for even the locals to obey.

6.
  - a/ BLOCK N. GAMMA AND N. BETA AT PENZANCE. THIS WILL PREVENT PEOPLE FROM USING THE HILL. (see attachment #1).
  - b/ BUILD A BARRIER AT THE FOOT OF EMPIRE ACROSS TO GAMMA (see attachment #2). THIS WOULD ENABLE PEOPLE ON THE NORTH SIDE TO USE PENZANCE AND THE RESIDENTS ON THE SOUTH SIDE TO USE GAMMA.
  - c/ BUILD BARRIERS ACROSS N. GAMMA AND CAMBRIDGE AND PUT A SIGN ON N. BETA BY THE LANE SAYING "FOR LOCAL RESIDENTS ONLY". THIS WILL PREVENT PEOPLE FROM USING THE HILL AND WILL ENABLE THE RESIDENTS TO GET AROUND QUITE EASILY (see attachment #3).

The three barricading schemes being suggested by the complainant may discourage commuter use of Empire Drive but each would produce significant changes in the travel patterns of local residents. They could also divert some traffic onto local streets and lanes that at present carry very low volumes.

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ie: Attachment #1 (our plan "A") would see an undesirable increase in lane traffic. This of course could be overcome by blocking the lane, however, homes on Liberty Place could not drive from the front to the rear without a long detour. In attachment #2 (our plan "B") Cambridge Street would see an increase in traffic. In attachment #3 (our plan "C") residents living on the south side of Cambridge could not enter their rear lane from the front without a long drive around via Penzance, Willingdon, Albert, and Gamma Avenue.

Any consideration of these schemes by the Committee should involve input from the area residents who are going to be inconvenienced by them.

Further to the above we would advise that Empire Drive has for many years been designated as a Local collector street. Recent factored traffic counts indicate average annual daily traffic (A.A.D.T.) at 2100 vehicles. This volume of traffic is not considered excessive for this standard of roadway.

In checking our accident files for the period 1980 January to 1985 January, we find the five leg intersection at Empire and Gamma Avenue has had four accidents, the last one occurring in 1982 August. The intersection of Empire/Delta has recorded five accidents in the same period, the last in 1983 October. The remaining intersections along Empire have either one or two or none in the same period. Only one of the nine accidents noted resulted in injury.

In summary we would say that the present volumes of traffic along Empire Drive and the recorded accident history would not justify the implementation of any traffic diversion schemes within this neighbourhood.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT A.M. de Figueiredo of 4855 Empire Drive, Burnaby, B.C., V5C 5R2 be sent a copy of this report."

**B. SNOW REMOVAL - "BURNABY STREET AND TRAFFIC BYLAW 1961"  
- BYLAW NO. 4299 - SECTION 31**

RECOMMENDATION:

1. THAT Section 31 of the "Burnaby Street and Traffic Bylaw 1961", Bylaw No. 4299 be amended to read as follows:

'31. Any accumulation of snow or ice upon any sidewalk shall be removed by the owner or occupier of abutting premises not later than ten o'clock in the morning of any day except Sunday, failing this responsibility the Municipality shall, if warranted, remove snow or ice and charge cost to owner of said property.

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee, at their meeting held on 1985 April 16 entertained a proposal from the Senior Citizen's Representative to the Committee regarding the responsibility of snow removal within the municipality. Several calls had been received from Senior Citizens who experienced difficulty in walking on snow and ice covered sidewalks.

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A report dated 1985 April 24 was received from the Director Engineering following his investigation of the proposed amendment, the contents of which are contained hereunder:

"While we appreciate the concerns of senior citizens who experience additional problems in walking on snow and ice covered sidewalks we do see some problems in the proposed addition.

- a) It could be abused to the extent that some citizens could be demanding total enforcement with even a light snowfall.
- b) Many property owners may be incapable of removing the snow themselves because of age or health and at the same time not be able to afford to have it removed by others.
- c) The Municipality during periods of heavy snow would not have men available to take on the extra duties of clearing sidewalks.

In view of the above we cannot support the addition as worded. We would suggest that the words 'Municipality will' be changed to 'Municipality may if warranted'. This would then allow a decision to be made based on the severity of the ice and snow and whether it is a heavily used pedestrian walkway."

C. BROADWAY - SPRINGER AVENUE TO HOLDOM AVENUE

RECOMMENDATION:

1. THAT Broadway between Holdom Avenue and Springer Avenue be reclassified as a local residential collector street.
2. THAT Broadway be centerlined and a stop sign be installed stopping Buchanan Street at Broadway.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1985 May 02 was received from the Director Engineering regarding street reclassification of Broadway between Springer and Holdom Avenues, the contents of which are contained hereunder:

"The subject section of Broadway is built to a finished thirty six foot standard with curbs and sidewalks. This standard was required to service the access needs of the low density multiple family developments on the south side of the street.

Broadway at this point is currently classified as a residential non-collector street being neither stop sign protected nor centerlined.

Over the last few years, the construction of highrise apartment towers on Anola Drive and Bellwood Avenue has greatly increased vehicular trip generation in the area. Motorists leaving Anola Drive and surrounding streets, intending to travel east along the Loughheed Highway, must use Broadway in order to get to the traffic signal at Holdom and Loughheed. This is the only logical travel pattern as there is no vehicular access to Delta Avenue and the centre median at the intersection of Loughheed and Springer prevents any left turn movements.

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As a result, Broadway between Springer and Holdom is functioning as a local residential collector street. In the street classification hierarchy, it serves to move traffic from a residential area onto a major collector, i.e. Holdom Avenue, which subsequently feeds an arterial, i.e. Loughheed Highway. This is evident from a traffic count taken on Broadway on 84 04 24 that showed a volume of 2658 A.A.D.T. in a 24 hour period.

Since this section of Broadway both functions as and is built to the standard of a local residential collector street, it is the opinion of the Engineering and Planning Departments that it should be reclassified and treated accordingly.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Broadway between Holdom Avenue and Springer Avenue be reclassified as a local residential collector street.
2. THAT it be centerlined and a stop sign be installed stopping Buchanan Street at Broadway."

D. SCHOOL SAFETY PATROL INCENTIVE GRANT

RECOMMENDATION:

1. THAT a School Safety Patrol Incentive Grant in the amount of \$2,000.00 be forwarded to Mr. P.S. Boyle, Secretary-Treasurer, School District No. 41-Burnaby for the School Safety Patrol Incentive Program for the school year 1984/1985.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 May 15 was received from Mr. P.S. Boyle, Secretary-Treasurer, School District No. 41-Burnaby advising that during the school year 1984/1985, thirty-one (31) elementary schools in the District operated school patrols which involved a total of 1,357 students. In support of this program, The Corporation of the District of Burnaby has, for several years, forwarded a grant in the amount of \$2,000.00 which was distributed to the schools on the basis of the number of pupils participating.

As a result of your Committee's consideration with respect to this matter, the abovementioned recommendation is submitted.

E. LOUGHEED HIGHWAY AND PHILLIPS AVENUE

RECOMMENDATIONS:

1. THAT Council grant approval to the Ministry of Transportation and Highway's proposal to place a raised center median on Loughheed Highway which will physically prohibit all left turns into and out of Phillips Avenue and Greenwood Street.
2. THAT Toki Miyashita, 3120 Phillips Avenue, Burnaby, B.C., V5A 2W6 receive a copy of this report."

(CARRIED UNANIMOUSLY)

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R E P O R T

A report dated 1985 May 17 was received from the Director Engineering regarding correspondence received earlier this year from a citizen concerning the frequency of accidents at the subject intersection.

The Director Engineering subsequently corresponded with the Ministry of Transportation and Highways advising that a check of the accident history indicated that the major cause of accidents is the left turn movement. The Ministry was requested to review the intersection and advise of any action they would be prepared to take.

A letter dated 1985 April 30 was received from the Ministry of Transportation and Highways suggesting the possible installation of a raised center median effectively banning left turn movements.

As a result of the above, the Director Engineering reported as follows:

"The Ministry have responded with the suggestion of placing a raised center median on the Loughheed which would physically prohibit all left turns, the cause of most of the accidents.

As some of the Committee members may recall, when we attempted to close Greenwood Street at the Loughheed in 1982 (one block east, on the north side of the Loughheed), it was suggested by the Committee that as an alternative to full closure that left turns be restricted by means of a raised center median on the Loughheed. We wrote to the Ministry at the time and they would not commit themselves to the raised median as they preferred to see Greenwood Street completely closed. Because of this impasse the matter has been in limbo since.

As the Ministry of Transportation and Highways (M.O.T.H.) are now prepared to consider a raised center median on the Loughheed, we feel that Burnaby should concur.

To gain access to the area south of the Loughheed Highway, westbound traffic should make a left turn at the signalized intersection of Brighton Avenue and the Loughheed. Traffic from the west wishing to gain access to the area north of the Loughheed at Greenwood Street would make their left turn at the signalized intersection of Bainbridge and the Loughheed. Both Phillips Avenue and Greenwood Street would then be limited to right turn in and right turn out at the Loughheed Highway.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee give its approval to the Ministry of Transportation and Highway's proposal to place a raised center median on the Loughheed Highway. This raised median to physically prohibit all left turns into and out of Phillips Avenue and Greenwood Street.
2. THAT Toki Miyashita, 3120 Phillips Avenue, Burnaby, B.C. V5A 2W6 receive a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott  
Chairman

Alderman Egon Nikolai  
Member

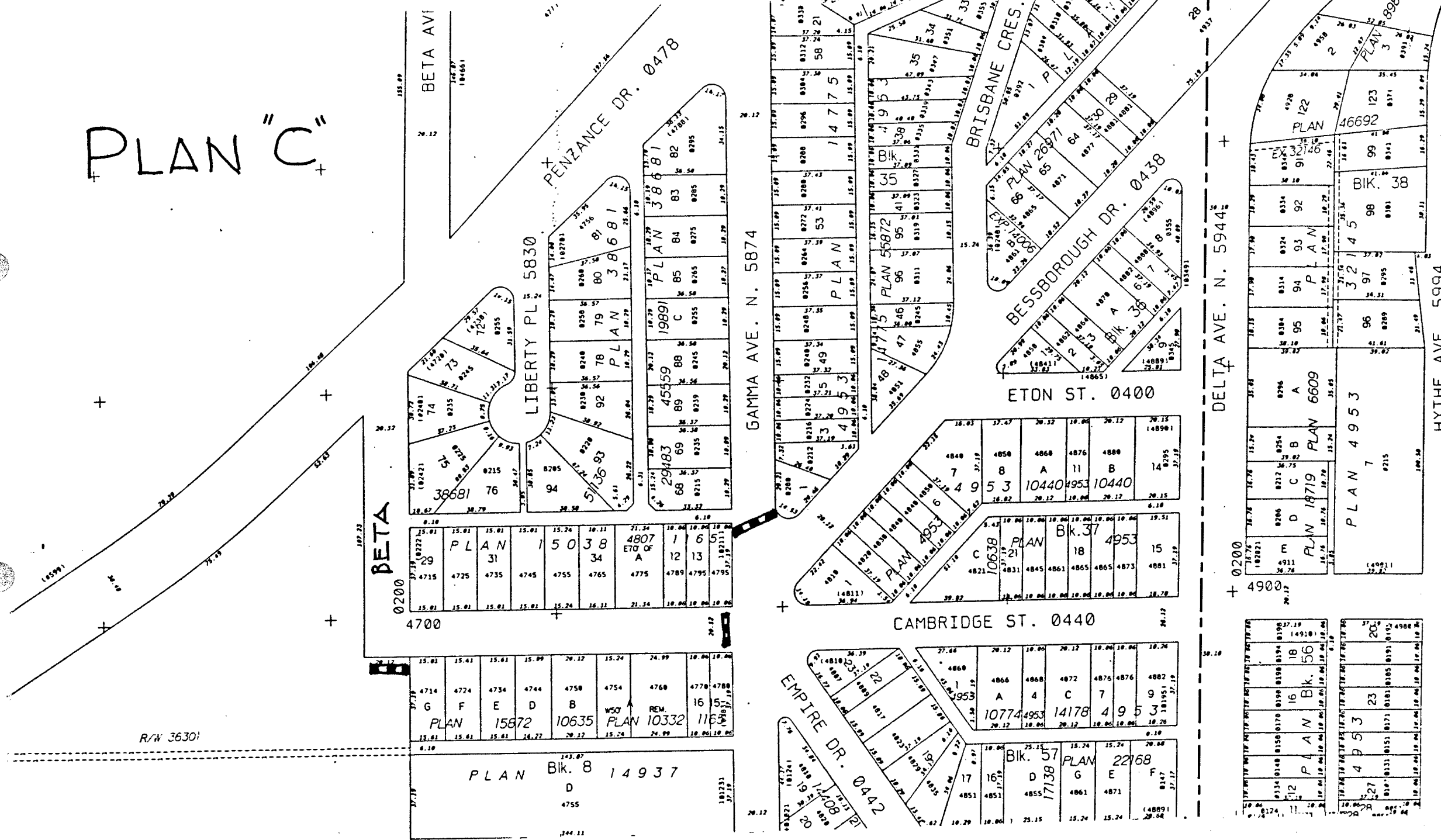
Alderman L.A. Rankin  
Member







# PLAN "C"



R/W 36301

Attachment "3"

HYTHE AVE. N. 5994

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